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S-E-C-R-E-T		
		50X1-HUM
-2-		

- 3. Hospitals in the city included a military hospital (voyennyygospital) on Nadberezhnaya Naberezhnaya? ulitsa; two city hospitals, one on Sovetskaya ulitsa and the other on Zavalnaya ulitsa at the corner of Sportovaya ulitsa; and a maternity hospital (rodilnyydom) on Zavalnaya ulitsa.
- 4. Military installations and units in Pinsk included the following:
 - a. Until 1952 the naval base had been occupied by a river fleet squadron which was part of the Dneprovskaya Flotilla, whose headquarters was at Kiev. The squadron consisted of 16 motor gunboats (bronekatera), three motor torpedo boats (torpednyye katera), five minesweepers (tralshchiki), and one 400-ton steamboat, the PINA, which was the squadron's flagship. The squadron was disbanded in 1952 and replaced by a naval training school, which trained navy divers, radio operators, electricians, engineers, turbine mechanics, and gun crews. The school accommodated approximately 5,000 trainees, and its courses lasted ten months. In addition to the naval base, where three new three-story buildings were erected, a new camp was established to house the trainees, and several buildings were renovated in a former Polish Army camp which had been destroyed during the war.
 - b. The headquarters of an air force division was located in a three-story building on ulitsa Lenina. The division was equipped with jet fighters. One of its regiments was stationed at an airfield at Zhabiche (possibly Zhabchitsy) /N 52-08, E 25-58/. The airfield, which had concrete runways, was being renovated and enlarged in 1955 and 1956.
 - c. The city military commissariat (gor. voyenkomat) was on ulitsa Lenina.
- 5. The Pinsk ship repair yard employed 1,000 workers; in the winter, when the port was closed, the port personnel were employed at the yard, where the total number of employees rose to 1,500. The yard repaired hulls of both tugs and barges and overhauled different types of engines, such as "3-D-6" (diesel), WULF /sic/, and GAZ. The yard built two types of barges:
 - a. Self-propelled barges; 15 to 20 barges of 40, 80, and 100 tons were built annually. They were powered by 80-hp. WULF engines and were suited particularly well for river navigation because of their shallow draught.
 - b. Ore carriers; construction of these dumb barges was begun in 1951, and an average of 16 was produced annually. They were of the smaller 300-ton type (the larger barges had a capacity of 600 tons) and were used to transport iron ore. The ore carriers were retained at Pinsk, while the self-propelled barges were sent to Siberia, the Far East, and elsewhere.
- 6. The Pinsk river port was much larger than it was prior to World War II.

 Several streets around the port, where buildings had been demolished during the war, had been cleared of rubble and added to the port area.

 50X1-HUM
- 7. A fuel barge (neftyanka) of Rumanian construction, with a capacity of 1,000 tons, was anchored in the river. Vessels had to sail out to it for refueling, as the fuel ship was not self-powered. It was towed to port for refilling, which was done from railway tank cars.

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50X1-HUM

Declassified in Part - Sanitized Copy Approved for Release 2012/01/18: CIA-RDP80T00246A062900360001-4 S-E-C-R-E-T 50X1-HUM -3-8. The city's POL dump was located on Brestskaya ulitsa. It contained 50X1-HUM at least five aboveground tanks with a capacity of about 100 tons each. The City Party Committee, City Komsomol Committee, and editorial offices of the Pinskaya Pravda were in a four-story building on Kommunalnaya ulitsa. 11. The main post office still occupied its pre-World War II building. The road bridge over the Pina River was an old one, some 50 meters long and eight to nine meters high. It had an iron span and concrete abutments. 13. The following were Polish and Soviet names of streets in Pinsk: Polish Name Soviet Name Adama Mickeiwicza unchanged Albrekhtowska Kirovskaya /Kirova/ Aleksandrowska unchanged Bernardinska Sovetskaya Blotna unchanged Brzeska Brestskaya Butrimowicza Kommunalnaya Dominikanska Gorkogo Fabriczna unchanged Franciszkanska Pionerskaya

Frostowska Suvorova Graniczna unchanged Sienkiewicza K. Marksa Honczarska

unchanged

Krajowskiego Chernyakhovskogo

Kolejowa Zheleznodorozhnaya

Kosciuszki Lenina or Leninskaya

Karolinska Ostrovskogo

Krancowa unchanged

Lipowa unchanged

Luniniecka unchanged

Pilsudskiego Pervomayskaya

S-E-C-R-E-T

50X1-HUM

S-E-C-R-E-T 50X1-HUM -4-Miodowa 8-go Marta Mieszczanska unchanged Nadbrzezna Nadberezhnaya /Naberezhnaya? Ogrodowa unchanged Osinskiego Pochtovaya Pawlowska Stalina Poleska unchanged Poperechnaya Poprzeczna Sportowa unchanged Slobocka Portovaya Szpitalna unchanged Zawalna unchanged Wodociagowa Vodoprovodnaya Ploshchad Lenina Pla. 3-go Maja Stary Rynek Bazar 50X1-HUM 14. A map of the city of Pinsk (See page 5 for Legend to Town Plan of Pinsk.) 50X1-HUM S-E-C-R-E-T 50X1-HUM S-E-C-R-E-T

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	Legend to Town Plan of Pinsk (1:5,000)				
1.	 Naval Base a. New camp for trainees of the b. Former Polish Army camp, in renovated to house the training. 	n which a number of b	ool. uildings had been	1		
2.	2. Ship repair yard.					
3.	3. Pinsk river port.		•			
4.	4. Fuel barge.					
5.	5. Road bridge.					
6.	6. Plywood factory.	. et				
7.	7. Match factory.					
8.	3. Old power station.					
9.	New power station.					
10.). Headquarters of an air force di	vision.				
11,	City water pumping station (vod	okachka).				
14,	, Foundry.					
13.	. Officers' club.					
14.	City Party Committee, City Koms of the <u>Pinskaya Pravda</u> .	omol Committee, and e	ditorial offices			
15.				50X1-HUM		
16.	. Main post office.					
17.	. Telecommunications technical sch	hool.				
18.	. Teachers' institute.					
19.	. School for kolkhoz managers.					
20.	. Military hospital.					
21.	. City hospital (on Sovetskaya uli	itsa).				
22.	City hospital (on Zavalnaya ulitsa).					
23.	. Maternity hospital.					
24.	. City military commissariat.					
25.	. City POL dump.					
26.	Point of transshipment of cargoe	s in the port.				

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